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REPORT OF THE FOURTH MEETING OF THE INTERAGENCY CO-ORDINATING COMMITTEE FOR THE UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA

LC/NAIROBI

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A. ORGANIZATION AND ATTENDANCE

1. The fourth meeting of the Interagency Co-ordinating Committee on the United Nations Transport and Communications Decade in Africa was held at Addis Ababa on 9 and 10 March 1981.

B. PARTICIPATION

2. Representatives of the following United Nations bodies, specialized agencies and intergovernmental organizations took part in the work of the meeting: Department of International Economic and Social Affairs (DIESA), Department of Technical Co-operation for Development (TCD), United Nations Conference on Trade and Development (UNCTAD), United Nations Development Programme (UNDP), International Bank for Reconstruction and Development (IBRD), International Civil Aviation Organization (ICAO), Universal Postal Union (UPU), International Telecommunication Union (ITU), Intergovernmental Maritime Consultative Organization (IMCO), African Civil Aviation Commission (AFCAC), African Development Bank (ADB), African and Mauritian Common Organization (OCAM), African Union of National Radio and Television Organizations (URTNA), Economic Community of the Great Lakes Countries (CEPGL), Economic Community of West African States (ECOWAS), Organization of African Unity (OAU), Pan-African Postal Union (PAPU), Pan-African Telecommunications Union (PATU), Port Management Association for Eastern Africa (PMAEA) and Union of African Railways (UAR). The following observers were also present: United Nations Industrial Development Organization (UNIDO), United Nations Children's Fund (UNICEF), United Nations Sudano-Sahelian Office (UNSO) United Nations Capital Development Fund (UNCDF), Food and Agriculture Organization of the United Nations (FAO), World Health Organization (WHO), World Meteorological Organization (WMO) and International Road Federation (IRF).

3. The meeting was declared opened by Professor Adebayo Adedeji, Executive Secretary of the United Nations Economic Commission for Africa.

4. In his opening statement, he said that the meeting was of singular importance since it immediately proceeded the second Conference of African Ministers of Transport, Communications and Planning, the supreme body for charting the course the Committee ought to follow in implementing mandates entrusted to it by African countries.

5. He recalled the important decisions taken by the Committee the previous year, including updating and rearrangement of priorities established at the inception of the Plan of Action in late 1978 and early 1979. All agencies with the exception of ITU were supposed to supply ECA with the new priorities. He said he was dismayed that only a few agencies were fully responsive.

6. Another important decision was the need to supply ECA with lists of new projects for inclusion in the second phase of the Decade. Still another matter of concern was the lack of knowledge regarding ongoing projects throughout Africa executed by the agencies and organizations. Although an agreed format for the supply of project information had been reproduced and distributed, again agencies' responses were disappointing.

7. Regarding the plan to organize subregional technical consultative meetings to bring together experts of African and donor countries for a closer examination of the Decade projects, consultations with UNDP and IBRD had resulted in the decision to organize, before the next ECOSOC session (a) a meeting for the 16 West African countries to deal with roads, air transport, telecommunications and postal services and (b) a second meeting for the 10 Central African countries devoted to roads and inland water transport. The Executive Secretary hoped that each agency/organization would take an active part in the technical consultative meetings.

8. Referring to items on the proposed agenda, he pointed out that substantive items therein were in essence the same as those on the agenda of the Meeting of Experts; hence the experts, in preparing the final submission to the Conference of Ministers, would have the benefit of the views of the Co-ordinating Committee, thereby transmitting the views of the Committee to the Ministers.

9. Describing in depth the contents of each substantive item, he said that:

(a) the report on the implementation of the first phase of the Decade (document DEC/TRANSCOM/CM/II/1) dealt with accomplishments since the last meeting of the Committee and was open for comment;

(b) the paper on information exchange (document DEC/TRANSCOM/CM/II/2) was intended to establish a format and methods for obtaining project status information from countries;

(c) the report on the search for additional resources (document DEC/TRANSCOM/CM/II/3) described activities being launched to mobilize more funds for the Decade;

(d) the paper on updating of the first phase (document DEC/TRANSCOM/MP/81/1) called for information on any changes in project priorities, and

(e) the paper on the preparation of the second phase of the Decade (document DEC/TRANSCOM/MP/81/2) emphasized the important "study" projects during the first phase, which would lay a firm foundation for the formulation of investment programme for the second phase of the Decade. That last paper particularly called for comments, amendments and the collective endorsement by the agencies/organizations.

10. The Executive Secretary thanked participants for their attention and wished the meeting a great success.

11. Mr. Paul O. Etiang, Assistant Secretary-General of OAU in charge of Economic Development and Co-operation, observed in his opening statement that the Co-ordinating Committee had held its third meeting only five months before, and that the convening of the fourth meeting so soon afterwards underscored the importance attached to the Transport and Communications Decade. The Decade programme had been approved by the OAU Council of Ministers and endorsed by the Assembly of Heads of State and Government. That political support should help thrust Africa forward to the 21st century on a march towards economic self-reliance and integration.

12. The Assistant Secretary-General cautioned against duplication of effort and waste of scarce resources in the implementation of Decade projects. He pointed out further that OAU, and in particular ECA, the lead agency, needed to be provided with up-to-date information on agency activities, to ascertain proper reporting. He then called for open exchange of ideas and frank comments regarding items on the agenda.

13. He called for particular attention to be given to the search for additional sources of finance, especially for regional and subregional projects since industrialized countries, in order to strengthen their political and economic ties with recipient countries, preferred to channel assistance on bilateral basis. He urged agencies to give top priority to land-locked countries that depended on transit routes through coastal neighbours for their exports and imports.

14. The Decade programme was dynamic and therefore needed to be periodically reviewed and updated to align it with changing aspirations and desires.

15. He pointed out that technological innovations have made some Decade projects obsolete and/or irrelevant, and causioned against continued use of the African region as an experimental ground for newly developed and untried equipment, which might not be suitable for the African environment and requirements.

16. In conclusion, the Assistant Secretary-General extended fraternal greetings to participants and expressed his sincere gratitude to the Government of Socialist Ethiopia and its people for hosting the meeting.

C. ADOPTION OF THE AGENDA

17. The following agenda was adopted:

1. Opening of the meeting by the Executive Secretary of the Economic Commission for Africa
2. Adoption of the agenda and organization of work
3. Report on the implementation of the programme for the first phase of the Decade
4. Measures to be taken to establish an information exchange for monitoring the implementation of the programme
5. Updating of the programme for the first phase of the Decade
6. Search for additional sources of financing for the first phase programme
7. Arrangements for the preparation of the second phase, 1984-1988
8. Date and venue of the next meeting
9. Other matters
10. Adoption of the report to be presented to the Conference of Ministers
11. Closure of the meeting

D. SUMMARY OF PROCEEDINGS

Report on the implementation of the programme for the first phase of the Decade (agenda item 3)

18. The meeting agreed that the report should not be formally presented but that it should be discussed page by page to enable agencies/organizations to make comments at the appropriate time as discussions progressed.

19. At the suggestion of the representative of PATU, the meeting agreed to include "all other African intergovernmental organizations" in paragraph 24. 1/

20. In noting that since each State is responsible for the implementation of its national projects (para. 27), the representative of ITU wanted to know why ECA and OAU participation was still a requirement. The secretariat explained that such co-ordination was considered vital for a comprehensive knowledge of the progress of the entire Decade programme and also for the purpose of reporting to ECOSOC and the Secretary-General of the United Nations. It was agreed to amend the paragraph to make it more flexible.

21. The representatives of UAR and ECOWAS questioned the role, importance and effective use of consultancy services [para. 40 (b)]. The secretariat explained that in view of the few permanent staff in the Decade Unit, recourse had to be made to consultancy services from time to time in specific fields which the permanent staff could not cover. It was also pointed out that those experts were provided at the expense of their own governments either to ECA or other African Governments, which tended to reduce the need for funds for the programme.

22. The representative of UAR suggested that discussions be limited to lessons to be learned from past experience and that the Decade Unit should be strengthened.

23. While the representative of PATU suggested that the relationship between ECA and the other agencies should be specified in the report, the secretariat pointed out that that was a progress report which was not intended for donors or to be used as a basic document of the Decade.

1/ In this report the reference to paragraphs which were amended, deleted or replaced is to those paragraphs as they appeared in the "Report on the implementation of the programme for the first phase of the Decade" document DEC/TRANSCOM/CM/II/1 which had been prepared for the second Conference of Ministers of Transport, Communications and Planning, Addis Ababa, 16 to 18 March 1971. As a result of the changes agreed to by the Interagency Co-ordinating Committee which met immediately prior to the Conference of Ministers, the original document was accordingly revised to incorporate the amendments and new texts proposed by members of the Committee. The revised document with the same title as the original, is now DEC/TRANSCOM/CM/II/1/Rev.1 and it is this latter document which should be consulted to ascertain the new texts which were proposed. It should, therefore, be noted that in this report a reference to a paragraph in "the progress report" is to the revised document.

24. The representative of OCAM briefly indicated how his organization had co-operated in the past with ECA in some air transport projects and observed that the lack of staff impeded the implementation of the projects. He suggested that the specific staff needs of the Unit should be passed on to the Conference of Ministers in the form of a resolution.

25. As a follow up to the above, the representative of AFCAC observed that ECA should consult with the other organizations concerned when a project of interest to their field of activity was considered with a view to its implementation. In this regard, he indicated that he was learning of the OCAM project for the first time and consequently proposed that the description of the project as well as the conclusions resulting from those studies should be communicated to his organization.

26. The Executive Secretary summarized the foregoing discussion on ECA's effectively carrying out its co-ordinating role as follows:

(a) there ought to be sufficient staff;

(b) the staff should preferably be Africans; and

(c) the staff should preferably be permanent.

27. The representative of the World Bank (IBRD) suggested that paragraphs 45-47 be merged and reformulated as follows:

> "The resources for improving and extending the national and international transport systems of Africa are scarce. They compete with the needs for other vital sectors such as agriculture, education, health and industry. In fact, the transport sector supports the achievement of some objectives of these other sectors by, for example, helping to stimulate food supplies and exports. It is important therefore that projects be carefully prepared by an appropriate consideration of lowest cost alternatives and evaluated by criteria which adequately takes into account the social profitability of the projects proposed. For this reason, both international lending agencies and national governments should set out clearly the rules and criteria needed for transport projects to be acceptable, and these criteria should take into account the social costs and benefits of projects."

28. The representative of UPU regretted that his organization had been unable to provide information before the end of 1980 because, at that time, UPU had organized a meeting of officials of the African postal services. That meeting considered, inter alia, projects of the Decade and helped to gather supplementary information regarding the implementation of the programme. He requested that the text of document DEC/TRANSCOM/CM/II/1 be replaced by the one sent to ECA by his organization in February 1981. 2/

2/ Document DEC/TRANSCOM/CM/II/1/Rev.1, paras. 49-57.

29. The representative of UNCTAD informed the meeting that his organization had planned two more maritime projects, viz.: (a) second phase of the TRAINMAR project at a cost of $US 3.8 million, and (b) a series of seminars on multimodal transport with OAU collaboration. He suggested that subparagraph 65 (c) be deleted. Regarding UNCTAD's special programme for land-locked developing countries, a table summarizing the ongoing projects was provided by the representative of UNCTAD and is attached to this report as annex III.

30. The representative of URTNA indicated that significant progress had been made at the Inter-African Training Centre for Rural Broadcasters (CIERRO) at Ouagadougou. He said that the first batch of trainees had passed out and the second course was in session. One important element was the recognition of the Centre's diploma by the francophone countries of West Africa. Plans to provide the Centre with permanent buildings were being vigorously pusued.

31. He further indicated that his organization had intensified its efforts for programme exchange among African countries in view of the dangers posed by the influx of foreign television programmes. A project document had been submitted, in collaboration with UNESCO, to UNDP for necessary funds to implement the project and purchase modern equipment for the Programme Exchange Centre but no positive results were yet available.

32. On seminars and co-productions, he urged that efforts be speeded up for the completion of suspended projects which included a seminar on multilingual broadcasting.

33. The representative of PATU observed that project SAP-01 (para. 90) was integrated without consultation with PATU and the Committee of 11. ECA responded that this was decided by the interagency co-ordinating committee to discourage multiplicity of studies on the same subject. The representative of OAU further observed that it appeared that multiple interests (political, commercial, etc.) were involved in the various projects, and therefore there was the danger of duplication and waste of scarce resources; hence the decision of the interagency co-ordinating committee to integrate the studies.

34. It was agreed that a special meeting of the agencies involved should be held within this session to resolve the problem, and that the integrated study should be reported to the Conference of Ministers.

35. The representative of ICAO suggested and the meeting agreed that paragraph 101 (f) be deleted and provided additional information that replaced paragraphs 101 (b) and 101 (g). 3/

3/ Op. cit. paras. 98 (b) and 98 (f).

36. The representative of DIESA emphasized the importance of training as considered both at the Geneva and Decade meetings. He regretted that progress on that aspect had not been reported to the Conference of Ministers and urged that it should.

37. It was agreed that all agencies/organizations should give the secretariat their written observations and contributions in order to facilitate the work of the meeting.

38. The representative of ITU observed that the report had faithfully reflected the discussions of the last meeting of the Committee and informed the meeting that TEP-17 had been completed. He urged the sharing of information by all agencies/organizations and hoped that action would be taken by ECA to improve that during the second phase.

39. The representative of IMCO requested that paragraphs 116 and 118 be substituted by a new text. 4/

40. In addition, he suggested that paragraphs 120 and 121 (a), (b) and (c) be deleted.

41. The representative of AFCAC requested that paragraphs 130 to 135 be replaced by a new text. 5/

42. The representative of ECOWAS informed the meeting that his organization's transport programme was approved by the Heads of State and Government in May 1980. As for the Trans-West African Highway Netwok (Lagos-Nouakchott, Dakar-Ndjamena) a detailed document ascertaining the actual status of the project had now been prepared. An update on projects consisting of the Trans-West African Highway has been readied and would be submitted to ECA.

43. Regarding the railway projects it had been agreed that instead of conducting feasibility studies now, efforts should be concentrated on a territorial management project for the entire region. The point here was to be able first to attract the attention of financiers to the project and consequently make the studies attract funds.

44. With regard to the ECOWAS telecommunications projects, he said that most of the technical engineering studies and tender documents for equipment had been finalized. It was expected that in May 1981, the ECOWAS Heads of State and Government would sign a $UG 50 million loan agreement for the implementation of the ECOWAS telecommunications project.

4/ Op. cit. paras. 113-116.

5/ Op. cit. paras. 125-130.

45. The representative of OAU amended paragraph 153 to read as follows:

> "OAU had made an initial provision of $US 16,206 from its own resources during the 1981-1982 programme year for that project. A project document had already been prepared by UNCTAD for submission to UNDP for financing under the third programming cycle for Africa, 1982-1986. It was envisaged that several seminars would be conducted on multimodal transport operations depending on the availability of funds."

46. The representative of PATU proposed amendments to paragraph 164. 6/

47. The representative of PATU also suggested that paragraphs 165-169 be deleted and proposed a new text to replace them. 7/

48. The representative of UAR stated that the report reflected actions taken by his organization for the implementation of the railway sector.

49. The representative of UNIDO assured the meeting of his organization's wish to be fully involved in the implementation of the programme and projects to the limit of its resources, and invited specific requests from interested parties.

50. The representative of WMO provided the meeting with the following amendments to paragraphs 188 and 189:

> "For the moment, WMO was not involved in any of the UNTACDA projects as now listed in volume II. However in future the organization would actively support the Decade programme and objectives within its own programmes, among which were the World Weather Watch programmes which included the basic meteorological observations, the meteorological data processing and telecommunications as well as marine meteorology and related oceanographic activities, and aviation meteorology."

51. Another important WMO programme which could support the Decade programme was the World Climate Programme, currently under preparation in collaboration with other organizations. All African countries actively participated in those and other WMO programmes, the details of which could be found in the WMO annual report.

52. The representative of the United Nations Sudano-Sahelian Office (UNSO) provided the following information on his organization to the meeting: "The involvement of UNSO in the development of the transport and communications infrastructures in the Sudano-Sahelian region is fully in line with the objectives of the United Nations Transport and Communications Decade in Africa. More specifically, the projects implemented with the assistance of UNSO will contribute substantially to the achievements of one of the priority objectives of the Decade, i.e., the opening up of land-locked countries and isolated regions in order to promote on a national and regional basis socio-economic activities." The involvement of UNSO in these sectors is described in annex II.

6/ Op. cit. para. 164.

7/ Op. cit. paras. 165-167.

53. The meeting agreed that paragraph 190 should be reformulated to urge the Ministers of Transport, Communications and Planning to make a recommendation to the Assembly of Heads of State and Government for concrete action on the freedom on the air, and the paragraph was rewritten as follows:

"Since the adoption of resolution ECA/UTACDA/Res.79/6 on Freedom of the Air by the Conference of Ministers of Transport, Communications and Planning in May 1979, no real progress had been made by the African countries and the airlines towards the implementation of the provisions of this resolution. Efforts had been made during 1980 to sensitize member States of the necessity to respect freedom of the air. The secretariats of ECA and OAU had attempted to present the problem of freedom of the air at the Assembly of Heads of State and Government held in July 1980 at Freetown in order to obtain a political endorsement for the implementation of the above-mentioned resolution. However, the OAU Council of Ministers considered that this question should be postponed to the session in June 1981. The second Conference of Ministers of Transport, Communications and Planning should therefore again discuss the problem of freedom of the air and make a recommendation to the Assembly of Heads of State and Government at their next meeting in June 1981 at Nairobi."

54. The representative of UAR wanted a detailed explanation of the financial annex which he considered was a most important part of the document. The secretariat provided the explanation and it was agreed that in future a new table should be added to the reports showing donations and earmakings by each organization, institution and recipient country.

55. The representative of the World Bank suggested and the meeting agreed that the report ought to give an update of the figures in the annex and a new paragraph "205" should be added which summarized the progress of the first phase of the Decade programme.

56. It was agreed that international organizations and agencies concerned should be requested by ECA to report during the next Interagency Co-ordinating Committee meeting all the transport and communications projects which they had executed which were outside the Decade programme as well as any information they could obtain on country projects executed by individual countries.

57. The representative of the United Nations Capital Development Fund (UNCDF) gave an account of the activities which his organization had undertaken in the field of transport and communications in Africa. In conclusion he gave a list of projects financed by his organization for the African least developed countries:

Transport and communications projects financed by UNCDF in African LDCs (1976-1980)

		In $US
Benin	Rural roads	2,452,000
Botswana	Trucks and workshop equipment	600,000
Comoros	Access road	937,000
Ethiopia	Rural roads	1,848,000
Mali	Feeder road	660,000
Mali	Broadcasting equipment	218,000
Mauritania	Secondary roads	2,800,000
Niger	Feeder roads	2,250,000
Rwanda	Feeder roads	848,000
Total		11,613,000

58. The representative of UNCTAD mentioned that his organization has provided assistance of $US 11.7 million in the previous four years to several African countries, mostly in the transport sector (see annex I).

Proposal on World Communications Year

59. A member of the secretariat gave background information on the concept of the programme on World Communications Year and reminded the meeting of resolutions that have been passed to that effect. He highlighted the importance of World Communications Year including an explanation of why 1983 was selected as the year for world communications. He drew the attention of the meeting to annex IV of document DEC/TRANSCOM/CM/II/2/1 and the draft programme of activities contained therein which would contribute towards the implementation of the proposed programme at an estimated cost of $US 2 million.

60. In support of that, the representative of ITU gave a detailed explanation of the importance of World Communications Year to the whole world in general.

61. Some organizations questioned the wisdom of declaring the year 1983 for the communications sector without including "transport" therein.

62. The Executive Secretary however explained that in ECOSOC resolution 2097 (LXIII) it was unanimously agreed to declare a communications year within the Decade period for the entire world. The Transport and Communications Decade concerned only Africa, while World Communications Year would cover the entire world in the field of communications. The General Assembly, while proclaiming the Transport and Communications Decade in Africa in its resolution, endorsed the ECOSOC resolution.

63. It was agreed that after the year 1983 was finally agreed upon, ITU as lead agency would contact and seek the co-operation of all international and regional organizations for the preparation of the envisaged programme.

64. After a lengthy discussion the Executive Secretary summarized the following points which were accepted by the meeting to be proposed to the second Conference of Ministers of Transport, Communications and Planning:

(a) A programme of activities for World Communications Year should be organized in the African region;

(b) Programme activities should focus on and highlight some PANAFTEL projects already included in the Decade programme;

(c) Funds to organize such activities be sought by ITU which is the executing agency for World Communications Year. It was further decided that such funds should not be drawn from regular budgets of organizations but from voluntary contributions of Member States.

Measures to be taken to establish an information exchange for monitoring the implementation of the programme (agenda item 4)

65. In introducing the item (document DEC/TRANSCOM/CM/II/2), a member of the secretariat briefed the meeting on the measures to be taken for exchange of information to facilitate follow-up implementation of the Decade programme. He stressed the fact that implementation of most of the Decade projects was effected on bilateral basis between various donors on the one hand and beneficiary countries, specialized agencies of the United Nations, intergovernmental organizations and OAU on the other. ECA, as lead agency, would have to be regularly informed by all agencies on their activities and progress made so that it would be able to report to ECOSOC and the General Assembly. In this context, the meeting was reminded of the circulation of questionnaires to all specialized agencies and intergovernmental organizations in November 1980 after they had been amended by the third Interagency Co-ordinating Committee meeting in October 1980 at Addis Ababa. In the circular letter it was emphasized that the forms should be completed twice a year, on 1 January and 1 July and sent to ECA.

66. Some agencies and organizations informed the meeting that they had not received the said questionnaires and that they would fill the questionnaires and send them to ECA forthwith.

67. After an exhaustive discussion of the item, the Committee agreed to proceed as follows:

(a) questionnaires prepared for the exchange of UNTACDA information would be distributed to all participants;

(b) specialized agencies of the United Nations and intergovernmental organizations would complete the forms twice a year and forward them to ECA on 1 January and 1 July each year (for the end of 1981). It was agreed that the forms would be filled in and sent to ECA by 30 April 1981;

(c) ECA on its part would process the information collected and disseminate it to specialized agencies of the United Nations, intergovernmental organizations and beneficiary countries on a regular basis.

Updating of the programme for the first phase of the Decade (agenda item 5)

68. In introducing this item, the Chairman stated that during the third meeting of the Interagency Co-ordinating Committee it was agreed that members of the Committee would submit to ECA revisions to their respective projects, to the extent known to them, for the purpose of updating volume II. Only a few agencies had in fact supplied the required information.

69. Nevertheless, ECA, relying on available information, had compiled a list of proposed projects to be added to or deleted from volume II, for review and comment.

70. The subject was then exhaustively discussed by participants with the following agencies and organizations making substantive contributions:

- The representative of ICAO stated that missions were visiting African countries for the purpose of identifying projects in connexion with the UNDP third programming cycle effort and that their findings would determine suitable projects for the revised phase I programme of the Decade.

- The representative of the World Bank pointed out that project 8(a).11 8/ "Guidelines for labour intensive road construction techniques" had actually been carried out under World Bank financing and that the manual was under preparation. Since there could be other projects of similar status, he called for careful scrutiny of the list of proposed revisions.

- The representative of UPU said that his organization had sent a number of revised project descriptions to ECA and hoped that they would be included in the report of the Co-ordinating Committee.

- The representative of PATU also pointed out that certain revisions and changes in the list of his organization's projects in the TEP and MAP series of volume II, brought about by technical innovations, redundancies observed or the need to complete some projects of the programme, would be submitted to the secretariat.

- The representative of DIESA underlined that the dilemma faced by the Committee regarding the very large number of projects might have been the direct result of the decision of the first Conference of African Ministers of Transport, Communications and Planning when it decided to override the recommendation of the first meeting of the Interagency Co-ordinating Committee and the various experts' meetings to limit the programme of the Decade to projects falling within the objectives and the strategy for the Decade. The Ministers added a large number of projects to the list of the truly justifiable projects recommended by the experts and the Committee.

- The representative of ECOWAS mentioned that in connexion with the realization of the Trans-West African Highway project, the ECOWAS update on this project was more comprehensive then those found in the volume II document of the Decade programme. Those additional projects had been submitted to the ECA secretariat to be included in phase I implementation. They had been approved by experts of the countries concerned as well as Heads of State of those countries.

- The representative of OCAM felt that it would be extremely difficult for the Committee to try to delete any national project arbitrarily. He suggested that all revisions contemplated should be confined to regional and subregional projects.

- The representative of CEPGL also felt that the question of deleting any national project would be a delicate and sensitive matter and required careful study.

- The representative of UNCTAD's special programme for land-locked developing countries said he had submitted to the secretariat his programme's programme of work for two years 1982-1983. The programme aims at fostering

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8/ See documents DEC/TRANSCOM/WP/81/1, DEC/TRANSCOM/WP/81/1/Add.1.

- economic and social development of the land-locked countries, through alleviation of their transit transport and communications problems.

- The representative of ITU explained that his organization had already submitted to ECA the list of his organization's projects that were to be rephased or deleted, and that he had brought with him extra copies of those submissions for anyone interested. In particular it was necessary to provide the annexes for the projects TEP-01 and TEP-02 which, by oversight, had not been included in volume I of the Decade documents. Up-to-date revised annexes are attached to this report.

71. The Chairman suggested that, based on the criteria and priorities established in the global strategy of volume I, representatives of agencies and intergovernmental organizations ought to:

(a) examine the list of projects in volume II and determine which projects were completed, obsolete or irrelevant;

(b) study the list of new projects proposed by ECA, compiled from proposals from countries and all agencies and organizations, and determine which projects were deemed truly justifiable.

72. The Committee used the criteria already established in volume I of the Decade programme for updating the programme for the first phase of the Decade. Submissions by governments and agencies were studied in addition to those presented in document DEC/TRANSCOM/WP/81/1 and Add.1. Projects of multinational - i.e., regional/subregional character - and national projects with regional/subregional implication were considered by the Committee and all national projects as submitted by governments were listed. The list of projects which were approved for inclusion in the phase I programme appears in annex IV.

Search for additional sources of financing for the first phase programme (agenda item 6)

73. The Executive Secretary introduced this agenda item by giving a full explanation of the purpose of the meetings and the programme of activities intended to be carried out. He mentioned that four technical consultative meetings were scheduled to be held during the year 1981. These were:

(a) a meeting in Freetown, Sierra Leone, from 3 to 6 June 1981 for the West African subregion (ECOWAS) to deal with roads, air transport, telecommunications and postal services;

(b) a meeting in Yaoundé, United Republic of Cameroon, from 23 to 26 June 1981, for the 10 Central African countries to deal with roads and inland water transport;

(c) two additional technical consultative meetings devoted to maritime transport and railways, to be convened before the end of the year.

74. At the express request of the representative of UAR, the technical consultative meeting on railways would be organized no later than November 1981.

75. The Executive Secretary informed the participants that the three documents prepared by ECA on the proposed Freetown and Yaounde meetings would be circulated to the countries concerned and requested the specialized agencies of the United Nations and intergovernmental organizations to study those documents prior to the discussion of that item by the Meeting of Experts on Thursday, 12 March 1981.

76. Clarification was sought as to why some of the Decade projects had not been included in the documents prepared for the technical consultative meetings, and why some sectors of transport and communications had been left out.

77. The secretariat explained that projects had been included in the documents only after consultations with the Governments concerned.

78. Some agencies raised questions concerning the suitability of the date of Freetown meeting, in view of the proposed meeting of the ninth World Highway Conference, which had also been scheduled from 1 to 6 June 1981.

79. The secretariat explained that those dates were only tentative and that confirmations would be made after the necessary consultations.

Arrangements for the second phase (agenda item 7)

80. The Executive Secretary proposed and the meeting accepted that the views of member States should first be heard on the preparation of Phase II. He felt that the methodology and execution of Phase II should substantially differ from that of Phase I in that the views of member States should form the basis of the programme.

81. Some participants felt that the projects for Phase II were very important and that the Committee ought to indicate this to member States. The secretariat explained that the issue before the Committee was the methodology and not the individual projects. The Committee agreed that indicative information could be given to governments, but the important matter was how to prepare the programme for and not necessarily what went into Phase II.

Date and venue of the next meeting (agenda item 8)

82. The Chairman remarked that all meetings of the Interagency Co-ordinating Committee to date had been held in Addis Ababa and enquired whether any other agency wished to host the following (fifth) meeting in another location. He further pointed out that a meeting of the Committee had to be organized no later than the end of the year (1981); and without clashing with the planned meeting of the UAR (General Assembly, Blantyre, 26 to 31 October 1981, and Symposium on Rail Interconnexion, Blantyre, 2 to 4 November 1981).

83. It was tentatively agreed that the fifth meeting of the Interagency Co-ordinating Committee for the Decade would be held in Geneva towards the end of 1981. Both date and venue would be subject to confirmation.

Other matters (agenda item 9)

84. No issue was raised under this item.

Adoption of the report to be presented to the Conference of Ministers (agenda item 10)

85. The fourth meeting of the Interagency Co-ordinating Committee adopted its report and endorsed it for submission to the second Conference of African Ministers of Transport, Communications and Planning.

ANNEX I

SUMMARY OF UNCTAD ACTIVITIES (1980-1981)
(LAND-LOCKED COUNTRIES SPECIAL PROGRAMME)

	Date of implementation	Budget ('000 $US)
Regional project of assistance in transit transport		
Land-locked southern African subregion (Botswana, Lesotho, Malawi, Swaziland, Zambia, Zimbabwe)	1980-1982	1,939
Land-locked western African countries (Central African Republic, Chad, Mali, the Niger, the Upper Volta)	1980-1981	100
Land-locked eastern African countries (Burundi, Rwanda, Uganda)	1980-1981	426
Operational assistance in alleviating congestion on the Zambia-Dar-es-Salaam corridor	1979-1980	450
Backstopping activities		
Interregional advisers: experts task forces	1979-1981	500
with special emphasis on regional organizations:		
Transport and Communications Commission in Maputo, Mozambique		
Ministerial Conference of West and Central African States on Maritime Transport in Abidjan, the Ivory Coast		
Conseil supérieur des transports terrestres du Conseil de l'Entente in Abidjan, the Ivory Coast		

Available reports

(a) West and Central Africa

- Diagnostic sur la situation des transports en transit de la Haute-Volta, du Mali et du Niger (1981) 1/
- Premières conclusions sur les besoins du Tchad et de la République centafricaine en transport en transit (1981) 1/

1/ Available in French only.

(b) East Africa

- Assistance in transit transport for the land-locked subregion of East/ Central Africa (1979)
- Développement du fret aérien au Rwanda dans le cadre des mesures pour le désenclavement du pays (1980) 1/
- Le trafic import/export du Burundi de transport aérien : solution possible dans le cadre des mesures pour le désenclavement du pays (1980) 1/
- Review and analysis of the East African corridors
  - (i) Central corridor: Kigoma corridor
    Isaka corridor
    the Lake Victoria corridor
  - (ii) Northern corridor: the Mombasa corridor
- Transit-transport of Zambia goods via the port of Dar-es-Salaam (volume 11)

Volume 1	Comprehensive analysis and recommendation
Volume 2	Review of port operations in Dar-es-Salaam
Volume 3	Port cost accounting manual
Volume 4	Shipping operations in Dar-es-Salaam
Volume 5	Requirements for the establishment of container terminals in Dar-es-Salaam, Zambia and ZBP countries
Volume 6	Documentation of procedures for transit goods to Zambia - Analysis and recommendations
Volume 7	Setting up of a new integrated transit system for Zambia - Feasibility study
Volume 8	Transit transport by rail in the Zambia-Dar-es-Salaam corridor
Volume 9	Transit transport by road in the Zambia-Dar-es-Salaam corridor
Volume 10	Review of TAZARA Railways
Volume 11	Storage facilities for Zambian transit goods

1/ Available in French only.

ANNEX II
UNITED NATIONS SUDANO-SAHELIAN OFFICE (UNSO)

Within the framework of its participation in the rehabilitation and development of the drought-stricken Sahelian region of West Africa, UNSO has been assisting the member countries of the Permanent Inter-State Committee for Drought Control in the Sahel (Cape Verde, the Gambia, Mali, Mauritania, the Niger, Senegal, Chad and the Upper Volta) in the implementation of priority projects and programmes in the transport and communications sectors.

In this connexion, at the request of the concerned countries, UNSO financed in 1975-1976 a region-wide technical feasibility study in seven countries of the Sudano-Sahelian region (the Gambia, the Upper Volta, Mali, Mauritania, the Niger, Senegal and Chad), including the preparation of a comprehensive work plan for the construction and maintenance of all-weather feeder roads selected by the concerned countries, on the basis of their high priority for the development of land-locked rural areas. That study, which included more than 3,100 km of feeder roads, was completed in 1976-1977 at a cost of $US 690,000 provided by UNSO. That study was executed through the Department of Technical Co-operation for Development of the United Nations.

That programme was then extended to Cape Verde to include two feeder roads projects design missions. The first one carried out in 1978, concerned the construction of 100 km of priority mountain roads in the islands of Santo Antao and Santiago, and the second one, carried out in 1981, concerned the construction of 53 km of priority feeder roads in the islands of Boa Vista and Maio. In addition, in view of the special circumstances of the archipelago of Cape Verde, UNSO financed in 1980 another study to formulate a programme to develop an inter-island transportation system. The extension of the programme in Cape Verde was executed through the UNDP office for projects execution. More recently, UNSO decided to extend the financing to a second phase of a UNDP-funded project, executed by UNDP-CPE, aimed at identifying technology by which compaction of roads construction materials (laterite) could take place with a minimum moisture content, thus reducing the cost of construction significantly in arid and semi-arid areas.

At the request of the concerned Governments of the Sahelian region, and based on the results of these studies, UNSO proposed this programme to the international community for financing, except for Cape Verde in the case of the 100 km of mountain roads and the inter-island transportation system proposed to bilateral financing directly by the Government of Cape Verde. In January 1981, the total priority feeder roads programme in the eight Sahelian countries proposed to the international community through UNSO covered almost 3,400 km. This included the 3,100 km studied initially, 53 km of roads in Cape Verde and approximately 235 km of additional roads derived from:

(a) new requests from the Governments for programme extension;

(b) construction of roads to link the main roads to the villages.

The undated estimated cost of this programme, at the 1980 prices, is $US 140 million of which approximately $US 92 million has already been secured for the construction of almost 1,900 km of roads either on a bilateral or multilateral basis, or through contributions to the United Nations Trust Fund for Sudano-Sahelian activities managed by UNSO. Of this amount, UNSO is providing together with the concerned Governments of the Sahel $US 55 million for 1,480 km of roads from contributions to the Trust Fund by Canada, the Netherlands, Norway, the Philippines and Saudi Arabia; this amount also includes contributions of the Federal Republic of Germany/Kreditanstalt für Wiederaufbau, the Netherlands, the United States of America and the United Nations Capital Development Fund under joint action arrangements with UNSO. The portion of the programme implemented on a bilateral basis also includes the financial participation of the African Development Bank, the Islamic Development Bank and the European Development Fund.

The construction programme which started in 1977-1978 is being carried out for the most part by UNDP/OPE and the Government Public Works Department, and provides for road-building and maintenance, equipment and spare parts, operating and other construction costs, technical assistance, a sustained training activity, continuous feeder road maintenance and the strengthening of the supporting governmental institutions. As of January 1981, approximately 955 km of roads had been constructed and were in use in the Gambia, Mali, the Niger, Senegal and the Upper Volta; of these, around 700 km had been constructed directly with UNSO participation, and with UNDP/OPE as the executing agency. Further statistical details on the implementation aspects of this major feeder roads construction programme are provided in the attached document entitled "Programme for the construction and maintenance of pfiority roads in the Sahel: summary of basic projects data UNSO, January 1981". In addition to this programme, it should be noted that in 1978-1979 UNSO had provided $US 246,480 to Cape Verde for financing project for strengthening the capacities of the Repair and Maintenance Division of the Public Works Department by providing it with the services of mechanical experts and spare parts.

Concerning the communications sector, at the request of the concerned Sahelian countries, UNSO financed in 1976 a region-wide technical feasibility study, including the preparation of a comprehensive work programme for the development of rural telecommunications and broadcasting services suited to conditions in the Sudano-Sahelian region. This study was executed by ITU. At the request of the concerned Governments, and based on the results of this study, UNSO proposed this programme to the international community for financing. As indicated in the attached project data sheet, of the total estimated programme cost of $US 30 million, a significant portion of the programme in Mali, the Gambia and Cape Verde ia being implemented on a bilateral and multilateral basis, which is estimated at a cost of $US 5 million.

While the necessary resources had been mobilized to complete the implementation of the above priority transport and communications projects in certain countries of the region, additional resources are still required to assure the completion of these two important programmes. In that context, UNSO will continue to be active in assisting the countries concerned in the mobilization of additional resources.

PROGRAMME FOR THE CONSTRUCTION AND MAINTENANCE OF PRIORITY ROADS IN THE SAHEL

Summary of basic projects data

		Km	Est. total cost ($US)	UNSO financing ($US)
I.	Studies			
(a)	Regional, technical feasibility study	3,107.3	690,000	690,000 (U)*
(b)	Cape Verde 401-1 strengthening of PWD capabilities (formulation)	-	36,400	36,400 (U)
(c)	Cape Verde 401-3 updating of a feasibility study, roads in Santo Antao and Santiago islands	100	16,640	16,640 (U)
(d)	Cape Verde 81/001 - study - roads in Boa Vista and Maio islands	53	5,000	5,000 (U)
	Studies - subtotal	3,260.3	748,040	748,040
	* See glossary of acronyms, appendix			
II.	Institutional support			
	Cape Verde			
	Implementation of a programme for strengthening administrative and technical capacities of PWD		246,480	246,480 (U)
	Institutional support - subtotal		246,480	246,480

January 1981

III. Road Construction and Maintenance Programme

Country	No. of km forming part of programme	Est. total cost ($US)	UNSO Trust Fund	Financing confirmed in $US: Government concerned	Joint Venture with UNSO	Bilateral and multilateral undertaking	Total financing confirmed	No. of km for construction of which financing is confirmed	No. of km built end January 1981
Cape Verde	53 (S)	2,000,000	-	-	-	-	-	-	-
Chad (1,2)	470 (S)	17,000,000	1,195,268 (U) 3,180,000 (NE) 2,841,732 (CAN) (7,217,000)	195,833	1,000,000 (USAID)		8,412,833	260	-
Gambia (1,2,3)	241.9 (S)	12,000,000	934,625 (U) 1,887,056 (CAN) 2,000,000 (NE) (4,821,681)	100,000	2,200,000 (FRG/KFW)	2,700,000 (EDF)	9,821,681	310	240
Gambia (4)	120 (P)	22,000,000		3,600,000	-	10,400,000 (ADB) 8,000,000 (IDB) (18,400,000)	22,000,000	120	-
Mali (1)	218 (S)	6,225,000	956,000 (U) 4,750,000 (NE) (5,706,000)	519,000	-	-	6,225,000	218	200
Mali (2)	310 (S)	16,775,000	10,750,000 (NE)	25,000	6,000,000 (NE)	-	16,775,000	310	250
Mauritania (1)	530 (S)	17,200,000	1,500,000 (U)	250,000	2,800,000	-	4,550,000	60	-
Niger (1,2)	409 (S)	14,000,000	29,000 (U) 4,000,000 (NE) (4,029,000)	200,000	2,250,000 (UNCDF)	3,000,000 (EDF)	9,479,000	210	15

III. Road Construction and Maintenance Programme (cont'd)

Country	No. of km forming part of programme	Est. Total cost ($US)	UNSO Trust Fund	Financing confirmed in $US: Government concerned	Joint Venture with UNSO	Bilateral and multilateral undertaking	Total financing confirmed	No. of km for construction of which financing is confirmed	No. of km built end January 1981
Senegal	458.3 (S)	17,000,000	1,172,635 (U) 903,100 (NE) 500,000 (NE) (2,575,815)	1,800,000	--	-	4,375,815	65	50
Upper Volta (1,2,3)	477 (S)	16,500,000	918,300 (U) 1,203,640 (U) 500,000 (2,621,940)	700,000	-	7,000,000 (CAN + USAID)	10,321,940	300	200
Road Construction Sub-total	3,307.2	140,700,000	39,221,436	7,309,833	14,250,000	31,100,000	91,961,269	1,853	955

Road construction and maintenance programmes: January 1981

List of roads		Km	Km
A. Cape Verde			
Boa Vista island			
Sal Rei-Rabil		11	
Rabil to East Coast		13	
Maio island			
Vila do Maio-Pedro Vaz		29	
	Total	53	
B. Senegal			
Région du Sénégal oriental			
Koupentoum-Koutiaba		29	
Baia-Loutchy		28.7	
Sarata-Nafadji		28.5	
Bembou-Kossanto		37.6	
Sarata-Missrah Daloto		42.1	
Goudiry-Koussane		35	
	Total	200.9	
Région de la Casamance			
Bignona-Bede		40.6	
Bode-Thiobon		27.5	
Thiobon-Tendiene		30.6	
Kolda-Pata-Medina-Yordfoula		97.7	
	Total	196.4	
Région du Sina-Saloum - UNSO			
Samba-Dia-Djifere		25.9	
Fimela-Samba-Dia		7	
Routes accès villages		8.1	
Joal-Samba-Dia		17.0	
	Total	58.0	
Région du fleuve Sénégal			
Mouit-Mboumbaya		3	
	Total	3	
	Grand total		511.3

List of roads		Km
C. The Niger		
Ouallam-Bani Bangou		137
Tondi-Kiwindi Mangaize		26
Talcho-Saanam		70
Tahoua-Tebaram		90
Kao-Tchintabaraden		56
Samia-Belberi		30
	Total	409
D. Mauritania		
Choum-F'Derick		160
M'Bout-Selibaby		120
Moudjeria-Tidjikja		130
Kiffa-Tamchakett		120
	Total	530
E. The Gambia		
Kwinella-Tendaba		5.8
Soma-Sankwia Tenda		6.4
Choya-Dan Kunku-Jessadi Tenda		20.5
Kundam-Kulari-Perai-Sajakinda		19.5
Basse-Fatoto		39.7
Sotuma-Gambissara		7.9
Farafenni-Balingho		11.0
Sukuto-Tamba Koto-Dippakunda		10.0
Dippakunda-Sarakunda		8.0
N'Geyen Sanjal-Bambali		21.0
Njau-Chamen-Carrol's Wharf		13.0
Kuntaur-Barajelly Tenda		12.0
Njabakunda-Salikenye-Banni		16.0
Kwrewan-Njawara		10.0
Brikama-Darsilami Sifoe		14.0
Route d'accès aux villages		16.0
Laninkoto-Fatoto		140.1
Baniadu-Sika		30.0
Brikama-Jambanjelli		10.0
Brikama-Bafuloto-Mandinari-Lamin		20.0
Sankandi-Manduar		31.0
	Total	461.9

List of roads		Km
F. The Upper Volta		
Fada N'Gourma-Bogande		126
Korsimoro-Boulsa		58
Boulsa-Bogande		61
Kaya-Barsalogho		41
Ouahigouya-Djibo		107
Djibo-Baraboulle		27
Dori-Falagountou		44
Baraboulle-Petecoli		13
	Total	477
G. Mali		
Kolokani-Didieni		38
Didieni-Goumbou		180
Ansongo-Anderamboukane		310
	Total	528

UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE FOR AFRICA 1978-1988

Earmarked, under instruction and on-going projects in transport and communications subsectors in Africa

on June

December 19

Source of financement

(figures given in 10^3 $US)

Short description of project	Location countries	Reference to Vol. II UNTACDA No.	Reference to Vol. II UNTACDA Total amount in Vol. II	Estimated cost of project (in $US)	Participations (amounts) Source of financement	Other sources Amount (in $US)	Other sources Country or Inst.	Local	Brief comment on the project development cement/press status
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Programme for the development of rural communication and broadcasting services in the Sudano-Sahelian region	Cape Verde			1,700,000	Bilateral	1,000,000			
	Gambia			1,000,000	Bilateral	500,000			
	Upper Volta			2,000,000		-			
	Mali			7,000,000	Bilateral and multi-lateral	3,500,000			
	Mauritania			6,000,000		-			
	Niger			4,000,000		-			
	Senegal			3,000,000		-			
	Chad			5,000,000		-			
				29,700,000		5,000,000*			

* 1979 estimate

APPENDIX

GLOSSARY OF ACRONYMS

U	Unearmarked contribution from a donor to UNSO Trust Fund. This is the case of contributions from Saudi Arabia, Norway and the Philippines
S	Secondary road construction standards
P	Primary road construction standards
NE	Netherlands
CAN	Canada
UNCDF	United Nations Capital Development Fund
EDF	European Development Fund
USAID	United States Agency for International Development
FRG/KFW	Federal Republic of Germany/Kreditanstalt für Wiederaufbau
ADB	African Development Bank
IDB	Islamic Development Bank

ANNEX III: TEP-01 AND TEP-02 (REVISED MARCH 1981)

I. TEP-01

List of PANAFTEL routes surveyed and awaiting funds for implementation

A. Routes retained from TEP-01 and TEP-02 (1979) for implementation in Phase I

(Note: Routes financed and under implementation are shown in parenthesis for information)

Route	Km	When surveyed	Est. cost (x 1000) $US	Remarks
Lilongwe (MLW)-Chipata (ZAM)	132	6/1976	980	1/
Tete (MOZ)-Katete (ZAM)	207	1976	1,050	1/
Tete (MOZ)-Blantyre (MLW)	167	1978	808	1/
Mampula (MOZ)-Mtwara (URT)	571	1978	2,474	1/
Mzuzu (MLW)-Mbeya (URT)	318	1976	1,914	1/
Chingola (ZAM)-Lubumbashi (ZAI)	109	1976	693	
Songo (BUR)-Kigoma (URT)	170	1978	1,200	
Ngara (UPT)-Kigali (RWA)	99	1978	244	
Bangui (CAR)-towards Impfondo (PRC)	309	1973	920	Tropo terminal only
Kigali (RWA)-Cyanqugu (RWA)	(208)	1973	(na)	3/
Cyangugu (RWA)-Bukavu (ZAI)	11	1973		
Segou (MLI)-Mopti (MLI)	320	1973	1,500	Bamako-Segou completed
Bamako (MLI)-Siguiri (GUI)	195	1973	522	
Korhogo (IVC)-Sikasso (MLI)	175	1973	700	
Siguiri (GUI)-Kankan (GUI)	(123)	1973		
Kankan (GUI)-Koule (GUI)	(307)	1973	(27,000)	
Farnah-Koule-Nzerekore (GUI route)	(364)	1973		
Conakry-Boke-Sangaredi (GUI route)	(210)	1973	(17 000)	
Kindia-Koundara-Mali (GUI route)	(407)	1973		
Mali (GUI)-Tambacounda (SEN)	263	1973	948	
Atar (MAU)-Akjout (MAU)	220	1973	1,500	
Aguelil (MAU)-Choum (MAU)	77	1973	2,400	
Gondar (ETH)-Gedarif (SUD)	290	1981		
Juba (SUD)-Kitale (KEN)	700	1981		
Juba (SUD)-Kampala (UGA)	390	1981		
Cabinda (ANG)-Pointe Noire (PRC)	150			
Pointe Noire (PRC)-Brazzaville (PRC)	(240)	1980	(n.a.)	3/
Ouagadougou (UPV)-Bolgatanda (GHA)	200	1980	1 346	2/
Bakoumba (GAB)-Makabena (PRC)	230	1980		
Zinder-Goure-Diffa (NER route)	400	1980 ?		
Bissau (GBS)-Boke (GUI)	180	1980		
Bissau (GBS)-Ziguinchor (SEN)	120	1980		
Kampala-Mbararu (UGA)-Kigali (RWA)	300	1980/1		
Kampala-Mbararu (UGA)-Goma (ZAI)	480	1980/1		
Subtotal (a)			20,207	

B. Routes surveyed and presented by ECOWAS for funding and implementation

Route	Km	When surveyed	Est. cost (x 1000) $US	Remarks
Nouakchott (MAU)-Selibaby (MAU)	340		3,320	2/
Kedougou (SEN)-Mali (GUI)	50		540	2/
Ziguinchor (SEN)-Banjul (GAM)	124		1,620	2/
Pich (GBS)-Koundara (GUI)	230		1,900	2/
Fada-N'Gourma (UPV)-Natitigon (BEN)	200		1,550	2/
Sokoto (NIR)-Birni N'kounni (NIG)	90		530	2/
Kororida (GHA)-Bolgatanga (GHA)	750		7,330	2/
Subtotal (b)	1,774		16,790	

C. Routes presnted by SADCC for surveying, funding and implementation

Route	Km	When surveyed	Est. cost (x 1000) $US	Remarks
Beira (MOZ)-Tete (MOZ)	400		7,800	1/
Beira (MOZ)-Nampula (MOZ)	700		16,500	1/
Beira (MOZ)-Maputo (MOZ)	850		21,750	1/
Mt. Ziluvo (MOZ)-Umtali (ZIM)	120		2,700	1/
Bulawayo (ZIM)-Francistown (BOT)	200		1,150	1/
Bulawayo (ZIM)-Livingstone (ZIM)	350		5,700	1/
Subtotal (c)	2,620		55,550	

D. International exchanges studied and awaiting funding

Location	Country	Est. cost (x 1000) $US	Remarks
Beira	Mozambique	2,500	1/
Salisbury	Zimbabwe	1,600	1/
Bissau	Guinea-Bissau	270	2/
Praia	Cape Verde	350	2/
Banjul	Gambia	1,080	2/
Lusaka (extension)	Zambia	3,300	1/
Subtotal (d)		9,100	

1/ SADCC project; estimated costs provided by SADCC. Study yet to be completed.

2/ ECOWAS project; estimated costs from ITU survey.

3/ Projects under implementation. Costs in brackets reported contract costs.

E. Satellite communication earth stations studied and awaiting funding

Country (location)	Standard (Satellite)	Est. cost ($US 000)	Remarks
Angola (n.a.)	A (Indian Ocean)	12,000	1/
Cape Verde (Praia)	B (Atlantic Ocean)	3,000	2/
Comoros (Moroni)	B (Indian Ocean)	3,000	
Mozambique (Beira)	B (Atlantic Ocean)	3,000	1/
Swaziland (n.a.)	B (Indian Ocean)	3,000	1/
Zambia (Lusaka)	A (Indian Ocean)	3,200	1/
Zimbabwe (Salisbury)	A (Atlantic Ocean)	12,800	1/
Subtotal (e)		40,000	

Note: Section (e) perhaps should be listed under national projects with subregional impact.

TEP-01 (1981) subtotal	$US (x 1000)
(a)	20,207
(b)	16,790
(c)	55,550
(d)	9,100
(e)	40,000
Grand total	141,647

II. TEP-02

List of PANAFTEL routes to be studied during Phase I (retained from TEP-02 1979)

Route	Km	Estimated cost $US
Djibouti (DJI)-Hargeisa (SOM)	275	82,500
Hargeisa (SOM)-Mogadiscio (SOM)	1,300	390,000
Juba (SUD)-Kitale (KEN)	700	210,000
Juba (SUD)-Kampala (Jinga) (UGA)	390	117,000
Kalabe (ZAI)-Angola (ANG)	180	54,000
Luanda (ANG)-Kinshasa (ZAI)	530	159,000
Kigoma (URT)-Kulemie (ZAI)	140	42,000
Kribi (CMR)-Campte-Bata (EQG)	120	36,000
Bata (EQG)-Libreville (GAB)	170	51,000
Total	3,805	1,141,500

1/ Included in SADCC joint request for funding; estimated by SADCC. Study yet to be completed.

2/ Included in ECOWAS joint request for funding.

3/ Funding secured under bilateral aid and projects under implementation (March 1981).

UNTACDA FIRST PHASE PROGRAMME

I. TRANSPORT NEW PROJECTS FOR INCLUSION IN VOLUME II

Serial No.	Project title	Beneficiary country(ies)	Est. cost $US million	Remarks
	SADCC projects: Roads			
1.	Improvement of Botswana-Zambia road, section Nata-Kazungula	Botswana	25.5	All SADCC projects are extracted from the list submitted to donors by the nine member countries during their 2nd conference in Mozambique on 27 and 28 November 1980. They have all been approved for inclusion in the first phase of the Decade programme
2.	Upgrading of the road Mohale's Hoek-Quthing-Qachas Nek	Lesotho	48.5	
3.	Upgrading and reconstruction of the road Taung-Mokhotlong-Sani Top	Lesotho	39.2	
4.	Upgrading of the road Thaba-Tseka-Taung-Qiti	Lesotho	29.7	
5.	Construction of a new road Ramabanta-Semonkong-Sekake	Lesotho	13.5	
6.	Rehabilitation of the Zimbabwe-Tete-Malawi road	Mozambique	12.0	
7.	Rehabilitation of the road Zimbabwe border at Machipanda-Chimoio-Beira	Mozambique	5.3 12.0	Phase 1 Phase 2
8.	Mobilization of the road connexion to Swaziland	Mozambique	7.0	
9.	Access road to the Unity Bridge to the United Republic of Tanzania	Mozambique	30.0	
10.	Study of a new road Moamba-Massingir-Mapai-Chicualacuala	Mozambique	150.0	
11.	Rehabilitation and upgrading of the Mtwara-Songea-Mbamba Bay road	Tanzania	130.0	(study 1.0)
12.	Access road to the Unity Bridge to Mozambique	Tanzania	11.6	
13.	Rehabilitation of the road Kafue-Chirundu	Zambia	8.3	

Serial No.	Project title	Beneficiary country(ies)	Est. cost $US million	Remarks
14.	Rehabilitation of the Salisbury-Chirundu road on three sections	Zimbabwe	16.5	
15.	Upgrading of the road Plumtree-Botswana border	"	1.8	
16.	Rehabilitation of the Salisbury-Umtali road	"	5.0	
17.	Construction of road link Matetsi (Bulawayo-Victoria Falls road)-Pandamatenga (Botswana border)		14.4 (study 0.1)	
	Subtotal		$US 561.4	
	Shipping and Inland Water Transport			
1.	Southern Africa shipping line	Regional	0.2	
2.	Development of navigation on Lake Malawi/Nyasa	Tanzania	0.4	
3.	Navigability of Zambezi River	Regional/ Zambia	0.3	
	Subtotal		$US 0.9	
	Airports and Air Transport			
1.	Flight testing of navigation aids	Regional	0.04	
2.	Feasibility study of co-operation in civil aviation	"	0.2	
3.	New airport	Lesotho	60.0	
4.	Rehabilitation of airport lighting	Mozambique	5.0	
5.	Improvement of Southdowns airport (Kitwe)	Zambia	13.6	
6.	Airport rescue and fire service re-equipment	Zimbabwe	11.0	
7.	New Salisbury airport terminal	"	100.0	
	Subtotal		$US 189.84	

Serial No.	Project title	Beneficiary country(ies)	Est. cost $US million	Remarks
	Railways			
1.	Study on railways rolling stock	regional	1.0	
2.	Study on railway training programme	"	1.0	
3.	Study on survey, exploitation and transportation of minerals	"	3.0	
4.	Rehabilitation of the Benguela railway	Angola/ regional	60.0	
5.	Prefeasibility study for new north-south railway links	Angola	1.0	
6.	Track renewal (715 km)	Botswana	100.0	
7.	Rehabilitation of tele-communications facilities	"	3.8	
8.	Customs terminal with container facilities	Lesotho	1.1	
9.	Supply of railway rolling stock	"	5.0	
10.	Rehabilitation Balaka-southern border (312 km)	Malawi	20.0	
11.	Supply of railway rolling stock	"	25.0	
12.	Rehabilitation of the border station by establishment of an exchange yard	Mozambique/ Swaziland	3.3	
13.	Rehabilitation of Almada-Machipanda on the Beira-Zimbabwe railway (100 km)	Mozambique	27.2	
14.	Feasibility study for electrification of the Salisbury-Maputo-Swaziland railways	Mozambique/ Zimbabwe	0.7	
15.	Rehabilitation works at TAZARA railways	Tanzania/ Zambia	25.0	
16.	Supply of 20 nos. of main line locomotives for TAZARA railway	"	25.0	
17.	Terminal facilities at New Kapiri Mposhi station, TAZARA railway	"	10.0	
18.	Supply of mechanical equipment to TAZARA railway	"	7.0	

Serial No.	Project title	Beneficiary country(ies)	Est. cost $US million	Remarks
19.	Supply of signalling and communications equipment to TAZARA railway	Tanzania/ Zambia	5.0	
20.	Training facilities for TAZARA railway	Tanzania/ "	1.0	
21.	Feasibility study for new rail links connecting Zambia with neighbouring countries and with ports	Zambia	0.5	
	Subtotal		326.6	
	SENEGAL			
	Waggons and locomotives for Senegal railways	Senegal	7.0	(for waggons) locomotives not determined. Acquisition of 100 waggons and some locomotives
	Subtotal		7.0	
	UPPER VOLTA			
	Creation of a railway training centre	Upper Volta	N.E.	

Serial No.	Project title	Beneficiary country(ies)	Est. cost $US million	Remarks
	ECOWAS			
1.	Study of cost of road transport and road taxation in the Community	ECOWAS	N.E.	Inter-State taxes
	GHANA			
1.	Vehicle testing centre	Ghana	0.057	
2.	Dunkwa-Takoradi road (146 km)	Ghana	44.7	
3.	Bibiani-Mini-Dormaa-Abenkro road	Ghana	2.0	
	Subtotal		46.757	
	The NIGER			
1.	Myrriah-Goure road construction	The Niger	60.0	
2.	Zinder-Myrriah (21 km) road construction	"	5.0	
3.	Construction of Tillabery-Gabon (64 km) RNI section, towards Mali	"	16.0	
4.	Study and construction of an earth road road Niamey-Gotheye-Tara-Upper Volta border road (220 km)	"	3.0 22.0	(study) (construction)
	Subtotal		106.0	
	RWANDA			
1.	Kigali-Gisenyi road	Rwanda	N.E.	
	SENEGAL			
1.	Study and construction of Tambacounda-Kouadara lake (Guinea) road	Senegal	N.E.	
2.	Construction of Tambacounda-Mali border road	Senegal	100.0	
	Subtotal		100.0	
	UNIDO			
1.	Pilot project of repair and maintenance workshop for road-transport equipment	subregional (west)	N.E.	

Key note: N.E. = Not Estimated

Serial No.	Project title	Beneficiary country(ies)	Est. cost $US million	Remarks
	Other countries' projects			
	BURUNDI			
	Roads			
1.	Mutambara-Nyanza Lac-Kigoma	Burundi	29.0	The first eight projects already considered in the KBO document prepared jointly by by ECA and KBO
2.	Gitega-Muyinga	"	27.8	
3.	Ruyigi-Kibondo-Gitega	"	30.5	
4.	Cibitoke-Kyanza	"	48.5	
5.	Nyanza Lac-Mabanda-Gihafi	"	17.0	
6.	Gitega-Ngozi	"	16.0	
7.	Gasenyi-Muyinga	"	22.0	
8.	Kyanza-Abitoke	"	48.5	
9.	Muyinga-Kobero-Rusumo	subregional	N.E.	These three projects are the latest request for inclusion in Vol. II
10.	Rugombo-Buguramo	"	N.E.	
11.	Ruyiga-Gisuru-Kibondo	"	N.E.	
	Subtotal		239.3	
	ECA			
1.	Regional study on development possibilities and programmes of road transport (freight and passenger transport)	regional	N.E.	Study on type and structure of road transport vehicles feasible for the African region
2.	Regional study on measures of improvement of road transport safety	regional	N.E.	Reduction of road transport accidents
3.	Regional study on improvement of administration and management of road transport	"	N.E.	
4.	Regional study on training needs and training programmes in the field of transport administration and management	"	N.E.	
5.	Study on African Highway Master Plan	"	N.E.	Study on classification of existing roads, guidelines for road feasibility studies and maintenance programm

Serial No.	Project title	Beneficiary country(ies)	Est. cost $US million	Remarks
	Maritime Transport (shipping and ports)			
	ECOWAS			
1.	Study on harbour operations, formalities and customs documents	ECOWAS community	N.E.	
	Ghana			
1.	Ships simulator	Ghana	2.0	
2.	Fire fighting school	"	0.25	
	Subtotal		$US 2.25	
	IMCO			
1.	Maritime training institute	Angola	N.E.	
2.	Technical support to COBENAM (1982)	Benin	"	
3.	Maritime safety administration	Benin	"	
4.	Training of maritime administrators and shipping inspectors	Cape Verde	"	
5.	Assistance to shipyard re-organization	"	"	
6.	Training of maritime personnel	Guinea	"	
7.	Training in navigation and ship maintenance	Guinea Bissau	"	
8.	Organization and maritime administration	Gabon	"	
9.	Maritime training	Mozambique	"	
10.	Maritime training	Sierra Leone	"	
11.	Development of national shipping policy and maritime administrative infrastructure	Zimbabwe		

Serial No.	Project title	Beneficiary country(ies)	Est. cost $US million	Remarks
	SENEGAL			
	Construction of a container terminal			
	1st phase: construction of a 500 m wharf	Senegal	27.3	
	2nd phase: provision of equipment	"	N.E.	
	Subtotal		27.3	
	UNCTAD			
1.	Subregional maritime transport development in Eastern Africa (Kenya, United Republic of Tanzania, Uganda and Zambia)	subregional	N.E.	
2.	Ninth port management training course (East Africa)	"	N.E.	This course has been planned to take place at Mombasa, Kenya, for English-speaking of African and carebbean countries
3.	Project TRAINMAR - training development in the field of maritime transport	regional	0.794	draft project document for phase II has been submitted. First phase started in 1979 but not included in Vol. II.
4.	Assistance to the Ministerial Conference of West and Central African States on maritime transport - a joint UNCTAD/IMCO project	subregional	N.E.	
5.	Assistance to review economic and commercial aspects of merchant shipping legislation	Guinea	N.E.	
6.	Assistance for establishing a system of shipping statistics	"	N.E.	

Serial No.	Project title	Beneficiary country(ies)	Est. cost $US million	Remarks
	Air transport			
	AFCAC			
1.	Development of air transport services in Africa	regional	N.E.	Provision of AIP-09. Approved by Assembly of Heads of States and Governments of OAU July 1980. Project is currently being studied by ADB and prospects for financing is encouraging
2.	Co-ordination of activities of the centres for aircraft maintenance	"	N.E.	
	CEPGL			
1.	Promotion of co-operation in the co-ordination of air freight activities of the national airlines of CEPGL member countries	multinational	N.E.	
2.	Seminar on the exchange of meteorological and civil aviation data	"	N.E.	
	GHANA			
1.	Tamale Airport	Ghana	5.0	
	Subtotal		5.0	
	ICAO			
1.	Fire and rescue services regional training centre	Douala	1.05	
2.	Aeronautical fixed services (implementation)	West/Central Africa	6.01	
	Subtotal		7.06	
	MOROCCO			
1.	Construction of a new international airport at Agadir	Morocco	80.0	
	Subtotal		80.0	

Serial No.	Project title	Beneficiary country(ies)	Est. cost $US million	Remarks
	SENEGAL			
1.	Reinforcement of the Cap Skirring Airport landing strip	Senegal	3.0	
2.	Dakar Air Traffic Control	"	1.5	
	Subtotal		4.5	
	Inland water transport			
	ECA			
1.	Regional study on updating and harmonization of the inland waterways legislation of African countries	regional	N.E.	
2.	Regional study on preventing and combating pollution on inland waterways and in inland water ports	"	"	
3.	Preliminary study and assessment of training needs for inland water transport personnel	"	"	
	EGYPT			
1.	Technical assistance to the regional River Transport Training Institute in Egypt	Egypt	N.E.	
	GHANA			
1.	Development of transportation over Volta Lake	Ghana	0.41	
	Subtotal		0.41	
	IMCO			
1.	Marine staff training centre	Malawi	N.E.	
2.	Hydrographic survey and provision of adequate navigational aids in Lake Kariba	Zimbabwe	N.E.	

Serial No.	Project title	Beneficiary country(ies)	Est. cost $US million	Remarks
	RWANDA, BURUNDI, ZAIRE			
1.	Ferry terminal	Rwanda/ Burundi	N.E.	
2.	Acquisition of ferry-boats	"	N.E.	
	UNIDO			
1.	Pilot project on production of boats and craft used for fishing and lake transport	Regional	N.E.	
	Multimodal transport			
	ECA			
1.	Technical assistance for the drawing up and use of transport statistics (for countries requesting such assistance)	regional	N.E.	
2.	Regional study on ways of improvement of handling of goods in transshipment points	regional	N.E.	
	OAU			
1.	Seminars on multimodal transport (a joint project with UNCTAD)	regional	0.428	Minimum two seminars English and French and possibly two more Arabi and Portuguese
	Subtotal		0.428	
	Transit transport (operational support)			
1.	Southern Africa subregion	Botswana/ Lesotho, Malawi/Swaziland/Zambia/ Zimbabwe	1.0	Subregional and national operational support in transit transport. All these projects are UNCTAD's special programme for land-locked countries. Regional projects are ongoing. National projects approved by beneficiary countries
2.	West and Central African countries	CAR/Chad/Mali/ Niger/U. Volta	0.8	
3.	East African countries	Burundi/Rwanda/ Uganda		

Serial No.	Project title	Beneficiary country(ies)	Est. cost $US million	Remarks
4.	Technical support to alleviate congestion along transit corridors for the following countries: –	CAR, Mali,	0.4	
		Mali	0.4	
		Niger	0.4	
		U. Volta	0.4	
		Burundi	0.4	
		Rwanda	0.4	
		Uganda	0.5	
		Zambia	0.5	
	Subtotal		6.0	
	General transport			
	CEPGL			
1.	Series of training seminars			
	Insurance	Burundi/	N.E.	
	Customs	Rwanda/ Zaire		
2.	Financing the expansion of the Institute des sciences et techniques de l'Information (ISTI)	"	N.E.	
	OAU			
1.	Financial and technical assistance for the establishment of African subregional transport centres for emergency relief	regional	N.E.	
	UNIDO			
1.	Technical assistance to the Southern African Transport and Communications Commission	subregional	N.E.	

II. COMMUNICATIONS

A. National telecommunication projects: proposals for revision

UNTACDA project no.	Project title	Nature of proposed revision	country concerned	Estimated cost ($US million) Current	Previous	Remarks
TEP-20	Reinforcement of the Ouagadougou-Lomé-Cotonou microwave links	Cost revision	Togo	2.5	0.75	
TEP-30	Modernization and expansion of underground network in eight towns	Cost revision	Togo	6.5	0.60	
TEP-32	Extension of capacity of telephone exchanges in four towns	Cost revision	Togo	8.0	2.40	
TEP-33	Interurban connexions by Hertzian waves	Cost revision	Togo	8.0	4.5	
TEP-31	Study on automatic switch boards for rural areas	Cost revision	Togo	0.6	0.06	
TEP-25	Extension of national telecommunications network	Cost revision	Zambia	16.15	17.20	Prefeasibility study completed
TEP-26	International telephone communications	Cost revision	Zambia	0.5	1.355	
TEP-27	Lusaka-Kongu microwave link, construction of buildings	Cost revision	Zambia	6.38	3.14	
TEP-28	Extension of national and international telex system	Cost revision	Zambia	0.425	2.7	
TEP-29	Extension of ground satellite station	Cost revision	Zambia	1.77	0.47	
TEP-42	Introduction of automatic system in six towns	Cost revision	Upper Volta	5.0	2.1	No. of towns increased by one

B. Telecommunications: new national projects proposed for inclusion

Item	Project title	Country concerned	Estimated cost ($US million)	Remarks
1.	Study of rural telecommunication equipment	Tunisia	4.0	$US 2.5 million external financing
2.	Provision of equipment for rural telecommunications	Uganda	10.0	
3.	Lomé-Accra HF link (Togo's part)	Togo	0.5	
4.	First part of the project on the integration of rural zones	Togo	11.25	Total cost: $US 22.5 million
5.	Radio telephone/telegraph links from 11 centres to Lomé	Togo	1.0	
6.	Telephone links to tourist centres and sites	Togo	1.5	
7.	Regional centre for control and synchronization of frequency, Lomé	Togo	Not provided	This is expected to be part of TEP-19
8.	Rural subscriber radio system	Ethiopia	0.5	
9.	Jijiga-Gode troposcatter link	Ethiopia	1.0	
10.	Upgrading and extension of the international telephone exchange	Ethiopia	1.5	
11.	Gore-Gambella medium-capacity UHF system	Ethiopia	0.7	
12.	Gondar-Humera troposcatter link	Ethiopia	1.0	
13.	Exchanges and networks for seven towns	Guinea	(67.6 millions FF)	
14.	Network extensions by cable from Conakry and Kankan	Guinea	0.5	
15.	Telephone exchanges for 26 towns	Guinea	(800 millions Sylis)	Studies completed by ITU and UNDP financed
16.	Maintenance of national telecommunication network	Guinea	(120 millions Sylis)	
17.	Faisceaux numériques	Guinea	(3.9 millions FF)	
18.	Development of rural telephone system	Guinea	(90 millions Sylis)	
19.	Replacement of radio communication installations	Guinea	(30 millions Sylis)	
20.	Improvement and extension of Takoradi and Tema coast radio stations	Ghana	3.05	

Item	Project title	Country concerned	Estimated cost ($US million)	Remarks
21.	Feasibility study of Accra-Lagos submarine cable	Ghana	0.075	
22.	Feasibility study and establishment of telecommunication manufacturing and assembly facilities in Nairobi	Kenya	5.0	Cost figure may need revision
23.	Construction of telecommunications headquarters building	Mauritius	0.44	
24.	Telecommunications training centre	Mauritius	0.75	
25.	Rural telecommunications pilot project	Mauritius	0.47	
26.	National trunk switching centre, Banjul	Gambia	0.78	
27.	Local switching centre, Banjul	Gambia	0.78	
28.	Local exchanges for rural areas	Ghana	0.92	
29.	Trunk and switching units	Uganda	10.14	
30.	Provision of microwave trunk	Uganda	10.00	
31.	National coastal stations at Nouakchott and Nouadhibou	Mauritania	1.20	

C. Regional telecommunication projects: proposals for revision

UNTACDA project no.	Project title	Nature of proposed revision	Agency or country concerned	Estimated cost ($US million) Current	Previous	Remarks
TEP-01	Implementation of PANAFTEL project	Revised list	ITU	(a) 159.247 (b) 48.523	74.03	(a) Priority I (b) Priority 2 See Annex III
TEP-02	PANAFTEL II. Survey of additional routes	Revised list	ITU	3.5	4.0	See Annex III
TEP-03	Establishment of operational and maintenance structures	Revised estimate	ITU	4.8	1.5	
TEP-05	Rural telecommunications survey	Revised estimate	ITU	0.7	0.12	Under implementation

UNTACDA project no.	project title	Nature of proposed revision	Agency or country concerned	Estimated cost ($US million) current	previous	Remarks
TEP-06	Rural telecommunications pilot project	Revised estimate	ITU	1.34	0.34	
TEP-11	Direct assistance to countries for the introduction of maintenance procedures	Revised title	ITU	3.0	3.0	
TEP-12	Assistance and provision of expertise for telecommunication sectoral development	Revised title	ITU	2.15	0.36	
TLP-09	Study on joint utilization of satellite communication earth station facilities for common carrier communication	Revised estimate	ITU	0.6	0.06	
TEP-18	Meeting on telecommunication charges	No external financing	ITU	0.03	0.03	
TEP-19	Establishment and improvement of regional frequency monitoring centres	Revised estimate	ITU/Kenya	5.0	3.0	
TEP-10	Survey and evaluation of organizational arrangements and promotion of management efficiency	Revised estimate	ITU	0.5	0.04	

D. Telecommunications: new regional projects proposed for inclusion

Item	Project title	Agency or country concerned	Estimated cost ($US million)	Remarks
1.	Administrative and technical conference on telecommunications	PATU	0.30	
2.	Subregional co-ordinating meetings	PATU	0.60	

Item		Agency or country concerned	Estimated cost ($US million)	Remarks
3.	Seminar on tele traffic	PATU	0.20	
4.	Seminar on research and manufacture	PATU	0.20	
5.	Creation of a subregional pilot centre for maintenance	PATU	0.15	related to TEP-03
6.	Seminar on choice of criteria for tele-communications equipment	PATU	0.60	
7.	Regional school for telecommunications by satellite	PATU	2.50	location in Uganda

E. National broadcasting projects: proposals for revision

UNIDO project no.	Project title	Nature of proposed revision	Country concerned	Estimated cost ($US million) current	previous	Remarks
BRP-86	Construction of mass media complex for radio, television and news agency	Revised location and cost estimate	Zambia	41.97	11.10	
BRP-67	Television services for rural areas	title and cost revision	Sudan	3.75	1.08	Old title: installation of community TV sets
BRP-49	Introduction of radio programme production centres in eight cities	Revised cost estimate	Egypt	1.6	2.0	
BRP-53	Feasibility study on improvement of the Institute of Mass Communications	Revised cost estimate	Kenya	1.015	0.015	
BRP-54	Creation of four regional stations to extend radio broadcasting to rural areas	Revised cost estimate	Kenya	13.75	4.1	

UNTACDA project no.	Project title	Nature of proposed revision	Country concerned	Estimated cost ($US million) current	previous	Remarks
BRP-50	Feasibility study on the improvement of training institutes	Revised cost estimate	Egypt	6.0	0.013	
BRP-83	Improvement of broadcasting	Revised cost estimate	Guinea	70.00 1/	17.05	
BRP-47	Establishment of 100 kW SW station at Gitega	Revised cost	Burundi	8.0	0.67	
BRP-43	Provision of three sound studio centres and two 100 kW medium wave transmitting stations	new locations for transmitter and for studies	Ethiopia	5.6	3.06	
BRP-44	Establishment of four low-power TV transmitters	new locations for two stations	Ethiopia	2.5	1.5	
BRP-45	Establishment of TV production centre	Revised cost estimate	Ethiopia	2.3	1.8	
BRP-46	Installation of 200 TV community centres	Revised cost estimate	Ethiopia	1.2	1.0	

1/ Plus 65.4 million FF

F. Broadcasting: new national projects proposed for inclusion

Item	Project title	Country concerned	Estimated cost ($US million)	Remarks
1.	Equipment and spares for sound broadcasting	Uganda	8.0	
2.	Equipment and spares for TV broadcasting	Uganda	0.6	
3.	Construction of a new TV studio complex and establishment of sound and TV studio centres in four regions	Uganda	5.0	Buildings and equipment
4.	Introduction of third sound broadcasting channel for educational broadcasting, Kampala	Uganda	0.625	
5.	Outside broadcasting and mobile recording units	Uganda	3.25	Supply of equipment
6.	Establishment of 300 viewing and listing posts in rural and urban-deprived communities	Uganda	0.285	Supply of equipment
7.	Improvement of news gathering services and central receiving and monitoring station	Uganda	2.800	Supply of equipment
8.	Introduction of VHF/FM sound broadcasting	Uganda	Not provided	Supply of eqpt. at 9 locations
9.	Provision of staff and service transport	Uganda	0.375	
10.	Provision of two 250 kW HF transmitters, aerials and programme input equipment, Soroti	Uganda	Not provided	
11.	Installation of MW transmitters at six locations and 2 x 250 kW transmitters	Guinea	(400 million Sylis)	
12.	Improvement of TV production facilities	Guinea	(13.0 million FF)	Provision of equipment

Item	Project title	Country concerned	Estimated cost ($US million)	Remarks
13.	Establishment of four transmission centres	Guinea	(46.704 million FF) FF)	
14.	Training of staff for transmission centres	Guinea	(5.606 million FF)	
15.	Provision of outside broadcasting van	Ethiopia	Not available	Details required

G. Regional broadcasting projects: proposals for revision

UNTACDA project no.	Project title	Nature of proposed revision	Agency or country concerned	Estimated cost ($US million) current	previous
BRP-01	Development of broadcasting in the African region	Revised title	ITU/ECA	6.3	6.3
BRP-05	Regional radio preparation studies of all frequency bands	Revised title	ITU/ECA	2.0	2.0

H. Broadcasting: new regional projects proposed for inclusion

Item	Project title	Country or agency concerned	Estimated cost ($US million)	Remarks
1.	Broadcasting manpower development: radio programme production and studio technical operations	UNESCO	1.5	
2.	Assistance for the development of news agencies	UNESCO	0.475	
3.	Feasibility study on the establishment of an African institute for broadcasting	UNESCO/ECA/ URTNA	0.109	
4.	Assistance to URTNA Monitoring Centre, Markala, Mali	ECA/ITU/ URTNA	4.8	

I. Regional manpower projects: proposals for revision

UNTACDA project no.	Project title	Nature of proposed revision	Agency or country concerned	Estimated cost ($US million) current	previous	Remarks
MAP-01	Follow-up on manpower and training needs surveys for 31 countries	Revised cost estimate	ITU	0.345	0.31	
MAP-11	Establishment of more high-level training institutes	Revised cost estimate	ITU	26.31	12.00	
MAP-09	Rural telecommunications: workshops and seminars	Revised list of initiators	PATU	0.4	0.4	PATU added to the list

J. Manpower development: new projects proposed for inclusion

Item	Project title	Country or agency concerned	Estimated cost ($US million)	Remarks
1.	Training of engineers and technicians in sound and TV broadcast engineering	Uganda	4.16	Further details will be needed
2.	Staff exchange programme	OAU	0.17	"
3.	Manpower training in broadcasting	Ethiopia	Not available	"

K. National postal projects: proposals for revision

UNTACDA project no.	Project title	Nature of proposed revision	Country concerned	Estimated cost ($US million) current	previous	Remar
POP-02	Establishment of a regional transit centre	Cost revision	Burundi	7.80	6.5	
POP-30	Establishment of a postal sorting centre	Cost revision	Upper Volta	4.25	1.20	
POP-11	"	"	Ghana	22.00	1.5	revised figure from UP

UNTACDA project no.	Project title	Nature of proposed revision	Country concerned	Estimated cost ($US million) current	previous	Remarks
POP-33	Establishment of a postal sorting centre	cost revision	Benin	0.125	0.93	
POP-36	"	"	Ethiopia	34.454	3.715	
POP-42	"	"	Togo	4.20	3.5	
POP-43	"	"	Togo	7.50	5.00	
POP-44	"	"	Togo	1.20	1.00	
POP-45	"	"	Togo	1.60	0.80	cost revised by Togo (18/3/81)
POP-46	"	"	Togo	0.75	0.40	"

L. Postal services: new national projects proposed for inclusion

Item	Project title	Country concerned	Estimated cost ($US million)	Remarks
1.	Establishment of mobile post offices for rural areas	Comoros	0.1	Construction of buildings and supply of equipment and vehicles
2.	Establishment of a standard B earth station	Comoros	4.0	
3.	Construction of 12 post offices	Comoros	2.7	
4.	Construction of a postal headquarters building	Comoros	To be determined	
5.	Establishment of a giro centre	Comoros	"	
6.	Establishment of rural post offices	Tunisia	1.0	$US 0.5 million external financing
7.	Construction of a giro centre, Ouagadougou	Upper Volta	5.0	
8.	Construction of 17 rural post offices	Upper Volta	4.5	
9.	Establishment of 15 post offices	Togo	1.0	
10.	Improvement and development of postal services in rural areas	Togo	Not available	Purchase of equipment

Item	Project title	Country concerned	Estimated cost ($US million)	Remarks
11	Purchase of special vehicles for mail conveyance	Uganda	0.711	
12	Establishment of an airmail office of exchange Dar-es-Salaam	Tanzania		
13.	Equipment of 15 rural mobile post office circuits	Mali	0.230	
14.	Equipment of mobile post offices	Mozambique		
15.	Establishment of a sorting centre	Mauritania		Partly financed by Kuwait Fund
16.	Establishment of nine post offices	Niger		

M. Postal services: new regional projects proposed for inclusion

Item	Project title	Country concerned	Estimated cost ($US million)	Remarks
1.	Improvement and development of postal services in the rural areas	Governments	4.58	
2.	Establishment of a regional transit centre, Luanda	Angola		
3.	Establishment of a regional transit centre, Bamako	Mali	0.440	
4.	Establishment of a regional transit centre, Beira	Mozambique		
5.	Establishment of a regional transit centre, Lagos	Nigeria		

N. Completed projects

UNTACDA project no.	Project title	Agency/ country responsible	Cost ($US million) Estimate	Final	Remarks
TEP-17	Third African Telecommunication Conference	ITU/ECA/ ADB/PATU	0.1	-	Completed December 1980
TEP-20	Reinforcement of the Ouagadougou-Lome-Cotonou microwave link	ITU	0.75	-	Study completed
TEP-21	Studies for the establishment of one or two primary transit centres in Africa	ITU	0.06	-	
POP-22	Establishment of a postal school near Dar-es-Salaam	UPU/Tanzania	9.50	-	
POP-28	Establishment of rural mobile post offices, Central African Republic	UPU/CAR	0.17	-	

O. Projects to be deleted

UNTACDA project no.	Project title	Agency/ country responsible	Estimated cost ($US million)	Remarks
TEP-23	Study for the establishment of subregional maritime radio transmission centres	ITU	0.6	Absorbed by TEP-22